

# CHINA



# MAIL.

Established February, 1846.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4036.

號五月六年六十七百八千一第

HONGKONG, MONDAY, JUNE 5, 1876.

日四十月五年子丙

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, Ludgate Circus, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRAGON & Co., 190 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIRD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUEEN & CAMPBELL, Amoy, GILES & Co. Foochow, HENDER & Co. Shanghai, LANE, CHAWFORD & Co. and KELLY & Co. Hongkong, C. HENDERSON & Co. Macao, L. A. DA GRAGA.

## BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREES OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREES OF 26TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

France. £ Sterling.

PAID-UP CAPITAL, 80,000,000 3,200,000

RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.

LONDON AGENT.—14, Leadenhall St., E.C.

AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

## HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHIEF MANAGER.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876.

## HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 1,000,000 Dollars.

RESERVE FUND, 100,000 Dollars.

CORPORATE DIRECTORS.

Chairman.—E. R. BELLING, Esq.

Deputy Chairman.—AD ANDER, Esq.

J. F. COOPER, Esq. S. W. POMEROY, Esq.

H. HOPKINS, Esq. F. D. SASSON, Esq.

A. MUIR, Esq.

## CHIEF MANAGER.

Hongkong, JAMES GRIGG, Esq.

Shanghai, E. WEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GRIGG, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

## NOTICES OF FIRMS.

NOTICE

WE have authorized Mr. HUGO LEBES to sign our Firm at Foochow per procuration.

SIEMSEN & Co. Hongkong, May 15, 1876.

## NOTICE.

I have this day authorized Mr. J. Y. V. Shaw to sign my name per procuration.

A. MACG. HEATON. Hongkong, January 1, 1876.

## NOTICE.

MR. THEOPHILUS GEORGE LINSTED is authorized to sign our Firm in Hongkong and Canton.

PURDON & Co. China, June 1, 1876.

## NOTICE.

MR. H. MUNSTER SCHULTZ has been authorized to sign our Firm per procuration.

WIELER & Co. Hongkong, June 1, 1876.

## Notices of Firms.

NOTICE

WE have Established branches of our Firm at Hongkong and Shanghai. Mr. E. CONSTANTIN is authorized to sign by procuration in Hongkong.

LANDSTEIN & Co. Hongkong, December 31, 1875.

## NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS. E. O. RAY.

Bank Buildings, Hongkong, February 3, 1876.

## NOTICE.

THE Undersigned has been appointed SURVEYOR to LLOYD'S REGISTER at this Port.

R. H. CAIRNS. Hongkong, April 20, 1876.

## For Sale.

SAYLE & Co.

WE beg to call special attention to our Show-room and Ladies' Outfitting Departments.

We are offering a fine assortment of Japanese Silks, which will wear well, at 65 cents per yard, worth \$1.

Summer Dresses:—

Satin Striped Poplins.

Figured Poplins.

Fancy and Plain Grenadines.

Black and Fancy Gauzes.

Fancy Silks. Black Silks.

Niagara Striped Muslins.

White Brillantes.

A lot of Lace-Goods at less than half price.

Made-up Wrappers and Costumes.

Embroidered Skirts.

Ladies' and Children's Under-clothing.

Straw Hats and Bonnets.

Feathers and Flowers.

Ladies' and Children's Hosiery.

Our Dressmaking Department is under the supervision of a Court Dressmaker.

Our Millinery Department is under the supervision of a West End Milliner.

SAYLE & Co.

VICTORIA EXCHANGE, Queen's Road & Stanley Street.

## FOR SALE.

200 Casks CLARET from BORDEAUX.

Apply to LANDSTEIN & Co. Hongkong, March 10, 1876.

## TAKASIMA COLLEERY.

JARDINE, MATHESON & Co., Agents.

FOR SALE, Large Takasima Coal, at \$3 per ton, ex Godown. Small Takasima Coal, \$6 per ton, ex Godown.

Apply to T. G. GLOVER, No. 7, Queen's Road, and at East Point. Hongkong, May 16, 1876.

## FOR SALE.

A NUMBER of NEW-IRON WATER TANKS, 4 Feet square.

Apply to "CAPTAIN on BOARD," American Bark "American Lloyd," Hongkong, May 30, 1876.

## Intimations.

HONGKONG HUMANE SOCIETY.

THE ANNUAL MEETING of the Members of the above Society will be held at the City Hall, on TUESDAY AFTERNOON (June 6th), at Five o'clock, for the purpose of receiving the Report of the Committee, a Statement of Accounts, and to elect Officers for the ensuing year. Members and others taking an interest in the Society are invited to attend.

CHAS. O. COHEN, Honorary Secretary and Treasurer. Hongkong, May 31, 1876.

## KRUPP'S CAST STEEL WORKS.

Essen (Germany.) Sole Agent for China, F. PEIL.

HONGKONG, SHANGHAI, COLOMBO (Germany.)

## LOONG SHING & Co.

DEALERS IN ANCIENT CHINESE CURIOSITIES AND HOUSEHOLD FURNITURE.

No. 34, Wellington Street, HONGKONG.

## Intimations.

THE MEDICAL HALL,

37, Queen's Road, Hongkong.

ESTABLISHED 1853.

TH. KOFFER, Proprietor. Hongkong, April 23, 1876.

## HONGKONG.

Chs. J. GAUPP & Co.,

WATCHMAKERS & JEWELLERS,

38, Queen's Road,

NAUTICAL INSTRUMENTS,

CHRONOMETERS,

&c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch. Hongkong, May 1, 1876.

## IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE

"SHANGHAI COURIER AND CHINA GAZETTE,"

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as a large

INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO ADVERTISERS IS OBVIOUS.

## AH YON,

SHIPS COMPRADORE AND STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES

Of the best quality and at the shortest notice. Hongkong, May 1, 1876.

## AFONG,

PHOTOGRAPHER,

by appointment, to

G. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;

and to

H. I. B. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best collection of Views, &c., of Amoy, Formosa and all the different Chinese Ports.

Also, A large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention.

Hongkong, May 15, 1876.

## COOSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARE LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 455 Feet.

Breadth do., 82 "

Depth of Water, Springs, 24 "

do. do., Neaps, 21 "

The following Rates will be charged until further notice:—

Recoopering, including Dockage, Shoring, Labor, Fuel, Pitch, Tar and Oakum, 30 cents per Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 30 cents per Ton Gross Register.

For further particulars, apply to

W. B. SPRATT & Co., 9, Praya East. Hongkong, April 20, 1876.

## FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above granite floored Dock is 400 feet long, 60 feet wide at entrance, and has 13 feet of water on the sill at average neap, and 17 feet at average spring tides. The Dock is fitted with caisson gate, and is pumped out by steam.

The Workshops comprise Foundry for iron and brass castings, Machine Shop, which contains screw-cutting and small lathes, Drilling and Screwing Machine, &c.; Blacksmith's and Carpenter's Shops.

A large Stock of Timber, Metals and other Dockyard materials necessary for the Repairs of Iron or Wooden Steam and Sailing Vessels, always on hand.

A Steam-tug is available at all times to tow vessels at reasonable rates.

For terms and estimates, apply to

JOHN FORSTER & Co., Foochow.

or JAMES ANDERSON, Superintendent, Foochow, May 31, 1876.

## Intimations.

NOTICE

SAILMAKING DEPARTMENT.

DURING the Temporary Absence of our Mr. W. DOLAN, this DEPARTMENT will be CARRIED ON as heretofore, under the Superintendence of Experienced FOREMAN, who have acted in this capacity under Mr. Dolan for 13 years.

All Orders in this Branch of Business will have our careful attention.

MADEWEN, FRICKEL & Co. Hongkong, June 1, 1876.

## Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "DOUGLAS,"

Captain BUNNIE, will be despatched for the above Ports on a regular run, the 6th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAK & Co. Hongkong, June 2, 1876.

FOR SINGAPORE AND PENANG.

The British Steamer "CITY OF EXETER,"

Captain JOHN GORREY, will load for the above Ports, and will leave on WEDNESDAY, the 7th inst., at 2 p.m.

For Freight or Passage, apply to ROP KEE. Hongkong, June 3, 1876.

FOR SINGAPORE AND PENANG.

The Steamship "ABB-TRFORD,"

Capt. PATTERSON, will leave for the above Ports on WEDNESDAY, the 7th instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents S. S. Abbottford. Hongkong, June 3, 1876.

FOR MANILA.

The Spanish Steamship "BUTUAN,"

will be despatched as above on THURSDAY, the 8th instant, at noon.

For Freight or Passage, apply to H. KIER. Hongkong, June 2, 1876.

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

The Steamer "GORDON CASTLE,"

expected here on or about the 22nd instant, will have immediate dispatch for the above Port.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, May 20, 1876.

FOR BANGKOK.

The German Steamship "FERONIA,"

SCHULTZ, Master, will have quick dispatch as above.

For Freight or Passage, apply to W. POSTAU & Co., Agents S. S. Feronia. Hongkong, June 2, 1876.

## Sailing Vessels.

FOR SINGAPORE AND MAURITIUS.

The A 1 German Bark "WOODAN,"

Captain MEYER, will have immediate dispatch as above.

For Freight or Passage, apply to MEYER & Co. Hongkong, May 23, 1876.

FOR LONDON.

The A 1 British Clipper Barque "BRITISH CROWN,"

W. Andrews, Master, having the greater part of her Cargo engaged, will have quick dispatch as above.

For Freight, apply to MEYER & Co. Hongkong, May 11, 1876.

FOR MELBOURNE & SYDNEY.

The A 1 British Barque "MARQUIS OF ARGYLE,"

Captain McKENZIE, will have immediate dispatch for the above Ports.

For Freight or Passage, apply to ROZARIO & Co. Hongkong, April 21, 1876.

## Shipping.

Sailing Vessels.

FOR SAN FRANCISCO.

(To follow the "Wealthy Pendleton.")

The A 1 American Bark "AMERICAN LLOYDS,"

Captain BARK, will have immediate dispatch as above.

For Freight, at low rates, apply to VOGEL, HAGEDORN & Co. Hongkong, May 30, 1876.

FOR SAN FRANCISCO.

The A 1 American Barque "WEALTHY PENDLETON,"

Capt. BLANCHARD, will load for the above Port, and will be despatched on or before the 10th inst.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 19, 1876.

FOR SAN FRANCISCO.

The A 1 British Ship "MARGARITE,"

JAMES OWEN, Master, will load for the above Port, and will have quick dispatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, March 27, 1876.

FOR LONDON.

The A 1 British Clipper Ship "COMMISAR,"

Captain HUNTER, will load for the above Port, and will have quick dispatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 19, 1876.

FOR LONDON.

The A 1 British Clipper Barque "HOPE,"

Capt. BOULTON, will load here for the above Port, and will have immediate dispatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 11, 1876.

FOR MANILA.

The A 1 Norwegian Barque "FASAN,"

Captain SANDBERG, will have quick dispatch for above Port.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 30, 1876.

FOR NEW YORK.

The A 1 American Bark "CHARLES A. LEARY,"</



## To-day's Advertisements.

**FOR SHANGHAI.**  
The Steamship  
"NINPO,"  
R. Cass, Master, will be despatched  
for the above Port TO-  
MORROW, Tuesday, the 6th Instant, at  
2 p.m.  
For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, June 5, 1876. j60

**FOR MANILA (DIRECT.)**  
The Spanish Steamer  
"SALVADORA,"  
Hormachea, Master, will leave  
as above on WEDNESDAY  
Next, the 7th Instant, at Noon.  
For Freight or Passage, apply to  
REMEDIOS & Co.  
Hongkong, June 5, 1876. j67

**STEAM TO YOKOHAMA.**  
The P. & O. S. N. Co.'s S. S.  
"MALACCA"  
will leave for the above place  
shortly after the arrival of  
the Mongolia with the next English Mail.  
A. Moliver,  
Superintendent.  
Hongkong, June 5, 1876.

**STEAM TO SHANGHAI.**  
The P. & O. S. N. Co.'s S. S.  
"MONGOLIA"  
will leave for the above place  
about 24 hours after her ar-  
rival with the next English Mail.  
A. Moliver,  
Superintendent.  
Hongkong, June 5, 1876.



**STEAM FOR**  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediter-  
ranean Ports, Southampton  
and London;  
Also,  
Bombay, Madras and Calcutta.

**THE PENINSULAR AND ORIENTAL STEAM**  
NAVIGATION COMPANY'S Steamship  
"THERAPY," Captain JOHNSON, with  
Her Majesty's Mail, Passengers, Goods,  
and Cargo, will leave this for the above  
places, on SATURDAY, the 17th Instant,  
at Noon.  
Cargo will be received on board until  
5 p.m.; FREIGHT and PASSAGES at the  
Office until 2 p.m. on the 16th Instant.  
For particulars regarding Freight and  
Passage, apply at the P. & O. S. N. Co.'s  
Office, Hongkong.

**CONTENTS AND VALUE OF PACKAGES**  
ARE REQUIRED.

Written declaration of the Contents and  
Value of the Packages for the Overseas Route  
required by the Egyptian Government, and  
must be delivered by the Shippers to the Com-  
pany's Agents with the Bills of Lading, or  
with Parcels; and the Company do not hold  
themselves responsible for any detention or  
prejudice which may happen from incorrect-  
ness in such declaration.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

**THE P. & O. S. N. Co. reserve the**  
option of forwarding all Goods ship-  
ped by their Steamers for Europe through  
Egypt, either by Rail, or by Canal in their  
own Steamers, or in vessels employed for  
the purpose.  
A. Moliver, Superintendent.  
P. & O. S. N. Co.'s Office  
Hongkong, June 5, 1876. j67

**THE GREAT NORTHERN TELE-**  
GRAPH COMPANY.

**FROM and after this Date, the Rate**  
for MESSAGES between this and  
GUTZLAF is reduced from 84 to 82 for  
20 Words. Arrangements may be made  
for reporting by wire any Signals hoisted  
by Vessels passing.  
GEORGE T. HELLAND,  
General Agent.  
June 5, 1876. j75

**NOTICE OF REMOVAL.**  
THE OFFICES of the PACIFIC MAIL  
S. S. Co. have this day been RE-  
MOVED to the Premises No. 16, Praya  
Central, lately occupied by Messrs KOL-  
LAT, Wise & Co.  
G. B. EMORY,  
Agent.  
Hongkong, June 5, 1876.

**Not Responsible for Delts.**

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Delts contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

INZIE, British barque, Captain John  
Inkley.—Broadbent, Anthony & Co.  
IPHIGENIA, German barque, Captain  
Matson.—Wm. Fustau & Co.  
HOPE, British barque, Captain Boulton.  
Gibb, Livingston & Co.  
COMET, American ship, Captain William  
M. Bray.  
BELZED WILL, British ship, Captain J.  
Branthwaite.  
WODAN, German barque, Capt. Meyer.—  
Wm. Fustau & Co.  
VINDIC, British barque, Captain John  
Parkhouse.  
RUSTOON, British barque, Capt. Tinsman.  
Arnhold, Karberg & Co.  
ZOROVA, British barque, Captain Geo.  
Barlett.—Gilman & Co.  
TALBOT, British ship, Captain James  
Cliff.  
WILLARD MULGERT, American barque,  
Captain J. B. Dickey.—Jardine, Matheson  
& Co.  
ATONET, German brig, Captain P. Biss.  
—Edward Schellbach & Co.  
EVELYN, British barque, Capt. Knowled.  
—Matheson & Co.  
BORNIE, British barque, Captain Rees  
Jones.

## To-day's Advertisements.

**COMPAGNIE DES MESSAGERIES**  
MARITIMES.  
**NOTICE TO CONSIGNEES.**  
CONSIGNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.  
No Fire Insurance has been effected.  
G. DE ORAMPEAUX,  
Acting Agent.  
Ex Hooghly, March 10, 1876.  
R. M. No. 28, One case Merchandise,  
T & L.  
Ex Amoy, May 2, 1876.  
C. F. P. 106 bags Gum, from Bombay.  
Ex Amoy, May 14, 1876.  
P. G. 4 cases Wine.  
C. E. P. 4 boxes Merchandise.  
O. J. L. 3 bags Gum.  
No marks.  
—Raisina.  
Hongkong, June 5, 1876.

## SHIPPING.

**ARRIVALS.**  
June 5, Cheong Hook Kian, British str.,  
1000, Webb, Singapore May 28, General.—  
Spoon Overseas & Co.  
June 3, Benledi, British steamer, 999,  
Buchanan, Saigon May 30, General.—Jan-  
dine, Matheson & Co.  
June 4, 5 a.m., Pardo, British steamer,  
763, Power, Saigon May 28, Rice.—LAND-  
STEIN & Co.  
June 4, Ningpo, from Canton.  
June 4, 4 a.m., Duna, British steamer,  
858, Thomson, Saigon May 28, Rice.—  
GILMAN & Co.  
June 4, Hongkong, Siamese ship, 336, H.  
Freudenberg, Bangkok May 28, Rice.—  
Mow Wah.  
June 4, Chinkiang, British steamer, 690,  
Hogg, Shanghai May 31, General.—SIEM-  
SEN & Co.  
June 4, Martha Brodclmann, German  
barque, 488, F. Kluth, Cardiff January 6,  
Coals.—SIEMSEN & Co.  
June 4, Rubicon, British 3-m. sch., 204,  
Timmsen, Whampoa June 2, General.—  
ARNHOLD, KARBERG & Co.  
June 4, Fethich, German barque, 441,  
F. Grütz, Bangkok May 16, Rice.—EDWARD  
SCHELLBACH & Co.  
June 5, Glauvius, British steamer, 1,644,  
T. S. Jackson, Shanghai May 31, Tea.—  
BUTTERFIELD & SWIRE.  
June 5, Zohing Tsing, Chinese R. C.,  
180, Bessard, from Cruis.  
June 5, Peng-chai-hai, Chinese R. C.,  
600, Palmer, from a Cruis.  
June 5, Caldeu, British barque, 482,  
Walter Peterson, Bangkok May 20, Rice.—  
—ORDER.  
June 5, Memento, British barque, 464,  
Rowald, Bangkok May 22, Rice.—  
ARNHOLD, KARBERG & Co.  
June 5, Siamese Crown, Siamese ship,  
640, Saxtorph, Bangkok May 22, General.—  
—ORDER.  
June 5, Sophie, British barque, 477, R.  
Jones, Cardiff Jan. 25, Coals.—ORDER.  
June 5, Neorchus, American ship, 1287,  
Pierce, Cardiff Feb. 5, Coals.—MESSA-  
GERIES MARITIMES.  
June 5, Onward, British barque, 564,  
Simson, Liverpool Jan. 20, Coals.—  
ROZARIO & Co.

**DEPARTURES.**  
June 3, Sunda, for Yokohama.  
4, Thibet, for Shanghai.  
4, Danube, for Bangkok.  
4, Chateaubriand, for Keelung.  
4, Vesta, for Whampoa.  
4, Joachim Christian, for Newchwang.  
5, Norma, for Swatow.  
5, Hertha, Ger. covr., for Canton.  
5, Ariadne, Ger. covr., for Canton.  
5, Cyclops, Ger. g.-b., for Canton.  
5, Peng-chai-hai, for Cruis.  
5, Thermopylae, for Foochow.  
5, Chinkiang, for Canton.  
5, Zohing Tsing, for a Cruis.  
5, Luoro, for Bangkok.

**PASSENGERS.**  
**ARRIVED.**  
Per Rajanathunhar, from Bangkok, 42  
Chinese.  
Per Cheong Hook Kian, from Singapore,  
400 Chinese.  
Per Benledi, from Saigon, 5 Chinese.  
Per Pardo, from Saigon, 6 Chinese.  
Per Duna, from Saigon, 3 Chinese.  
Per Hongkong, (Siam ship) from Bang-  
kok, 20 Chinese.  
Per Chinkiang, from Shanghai, 2 Euro-  
peans, and 26 Chinese deck.  
Per Glauvius, from Shanghai, 20 Chinese.  
Per Memento, from Bangkok, 2 Chinese.  
Per Siamese Crown, from Bangkok, 8  
Chinese.

**DEPARTED.**  
Per Sunda, for Yokohama, Messrs R.  
Hosking, W. Fitts, G. Haines, R. Jack-  
son, and McCarthey.  
Per Thibet, for Shanghai, Messrs J. A.  
Jordan, F. S. A. Bourne, F. H. Brady, A.  
Hosking, and F. Priest.  
Per Danube, for Bangkok, 101 Chinese.  
Per Norma, for Swatow, 151 Chinese.  
Per Thermopylae, for Foochow, Revd.  
John Paul.

**SHIPPING REPORTS.**  
The British barque *Boko* reports: On  
the 28th May, signalled the North German  
barque *Thyng* M. C. P. V. from Cardiff for  
Hongkong, in Lat. 19.55 N. Long. 118.87  
E. Strong N.E. winds since 28th May until  
to day.  
The British steamer *Cheong Hook Kian*  
reports: Unsettled weather during the  
passage.  
The British steamer *Benledi* reports:  
Light southerly winds throughout and fine  
weather.  
The British steamer *Pardo* reports:  
Heavy N.W. Sea out of Gulf of Hainan,  
otherwise moderate weather. Passed S. S.  
*Moharajah* and *Thingvalla* bound South on  
Friday, 2nd inst.  
The British steamer *Gladstone* reports:  
From Shanghai thick weather throughout,  
detained several times through thick weath-  
er, from Cupoli Point moderate S.W.  
winds.  
The British barque *Caldeu* reports:  
Light southerly winds and fine weather  
throughout. Passed a brig bound South  
with malapollant mast gone.  
The British barque *Memento* reports:  
Light S. and S.W. winds and fine weather  
throughout.  
The Siamese ship *Siamese Crown* reports:  
Light southerly winds and fine weather  
throughout the passage. On the 28th and  
29th, heavy thunder and lightning.

## SHIPPING REPORTS.

The British barque *Sophie* reports:  
Generally fine weather throughout the  
passage. Up the China Sea light variable  
winds and fine weather.  
The British steamer *Duna* reports: From  
leaving to 15° N. Lat. had light S. W.  
winds with fair weather. Then experienced  
a violent cyclone, beginning at midnight of  
the 30th at W. S. W. and working round  
to N. W. at Noon of 31st, blowing with  
great fury and accompanied with very high  
sea from N. E.; then backing round by  
South to the Eastward, when it moderated  
at noon of 1st inst. lasting 36 hours;  
throughout the gale had a very high cross  
sea, lost one boat and had all movable  
fixtures on deck smashed to pieces, lowest  
reading of Barometer 29.34, thence to port  
had moderate and light S. E. winds with  
fair weather.  
The British steamer *Chinkiang* reports:  
Left Shanghai at 4 a.m. 31st May. Had  
moderate variable winds and thick weather  
throughout. Detained in the river 24  
hours through foggy weather. Passed the  
M. M. steamer at 7 p.m. the 2nd inst. off  
White Dogs. At 4 p.m. on the 3rd inst.,  
passed str. *Maternan*, and at 5.30 p.m. on  
the 4th, off Rees Islands. At 7 p.m. on  
the 4th, the str. *Yangtze* off Cupoli Point.  
At noon, on the 4th, the str. *Malacca* off  
Rees Islands.  
The German barque *Fethich* reports: In  
the Gulf of Siam had moderate S. W.  
winds and fine weather. Passed Pulo Obi  
on the 20th, thence had light S.W. and  
W.S.W. winds, and fine weather, until the  
24th and 25th, when had moderate to fresh  
breeze. On the 26th, had very unsettled  
weather and variable winds, with heavy  
thunder, storms and confused sea. On the  
forenoon of the 27th, it fell calm; on the  
afternoon of same day, had fresh breeze  
accompanied with heavy squalls from the  
Eastward, and heavy sea, hove to for 12  
hours on the afternoon of the 31st, in Lat.  
19.30 N. and Long. 112.80 E., then had  
moderate to light Northerly and Easterly  
winds, till yesterday when it hauled to  
Southward, arrived in Hongkong at 9 p.m.  
on the 4th inst.  
The American ship *Neorchus* reports:  
Fine weather to the Equator which was  
reached in 20 days, thence to the Cape 82  
days, rounded the Cape in lat. 42 48 S.,  
experienced moderate westerly winds, pass-  
ed Anjer on 15th May and had light vari-  
able winds up the China Sea. Spoke the  
British ship *Northampton* on the 23rd  
ultimo, in lat. 2 8 N. and 108.40 E., 18  
days from Manila and bound for New  
York.  
The Brit. barque *Onward* reports: Pilot  
left us on the 31st Jan., we then had a  
fine breeze from the N.E., which lasted 24  
hours. Then had a succession of gales  
from the southward. On the 10th Feb.,  
experienced a very heavy gale which lasted  
6 hours, lowest reading of Bar. 28. On the  
11th Feb., passed Madeira and had light  
N.E. trade winds, which carried us to 4 N.  
and in Lat. 3 S., got the S.E. trade winds  
which left us in Lat. 37 S. Passed close  
to Tristan da Cunha on the 18th March,  
and from thence had light winds principally  
from the Southward and Eastward, until  
passing St. Pauls, when we got moderate  
N.W. winds. Reached Anjer on the 18th  
May, and left on the 18th, had a very  
pleasant passage of 17 days up the China  
Sea, and arrived at Hongkong at 3 a.m.  
to-day.  
The British steamer *Rajanathunhar*  
reports: Left Bangkok at 5 p.m., fresh N.  
S.W. winds with heavy cross sea to Pulo  
Obi. Thence to Cape Padaran fresh S.  
S.W. winds with heavy squalls accompanied  
with rain. Thence till May 31st, lat. 15.15  
N., Long. 109.43 E. at 2 p.m. Bar. fell  
14-10th and meeting a heavy sea from the  
N.W., N. E. E. aloft down at 4 p.m.;  
Bar. still falling and sea getting heavier,  
put ship's head to the South and went 3  
speed until 10 p.m. When the Bar. having  
risen and less sea, put ship's head to the  
North, 2 a.m. June 1st, the Bar. falling  
again and sea heavier put ship's head South  
until 6 a.m. When the wind shifted to the  
S.E., Bar. rising and weather improving,  
put ship's head to the North, and went full  
speed. At noon had S.E. wind with a very  
heavy swell setting from West. June 2nd,  
passed the str. *Moharajah* and *Thingvalla*  
going South. May 31st, passed the steamer  
*Pernambuco* going South, and str. *Thales*  
going North.

## POST OFFICE NOTIFICATIONS.

**MAILS will close:—**  
For SWATOW, AMOY & FOOCHOW.—  
Per DOUGLAS, at 11.30 a.m. To-mor-  
row, 6th Inst.  
For SHANGHAI.—  
Per NINGPO, at 1.30 p.m. To-morrow,  
the 6th Inst.  
For AMOY.—  
Per CHEONG HOOK KIAN, at 3.30  
p.m. To-morrow, the 6th Inst.  
For MANILA.—  
Per SALVADORA, at 11.30 a.m. on  
Wednesday, the 7th Inst.  
For MANILA.—  
Per BUTUAN, at 11.30 a.m. on Thurs-  
day, the 8th Inst.  
For SINGAPORE and PENANG.—  
Per CITY OF EXETER, at 1.30 p.m.  
on Thursday, the 8th Inst.  
For HAINAN (via CANTON).—  
Per H. I. M. S. SHEN CHI, at 7.30 a.m.,  
on Wednesday, the 14th June, in-  
stead of as previously notified.

## MAILS BY THE FAVOR PACKER.

The French Contract Packet *AMAZON*  
will be despatched on SATURDAY,  
the 10th June, with Mails to and  
through the United Kingdom and  
Europe, via Mauritius, to Saigon,  
Singapore, Batavia, Galle, Australia,  
New Zealand, Tasmania, Fiji, Aden,  
Seychelles, Réunion, Mauritius,  
Suez, and Alexandria.  
**ALFRED LISTER,**  
Postmaster General.  
General Post Office,  
Hongkong, May 27, 1876. j60  
**MAILS BY THE UNITED STATES PACKER.**  
The United States Mail Packet *ALASKA*  
will be despatched on THURSDAY,  
the 10th June, with Mails for  
Japan, San Francisco, and the  
United States, which will be closed as  
follows:—  
2 p.m. Registry of Letters closed.  
2.30 p.m. Post-Office closed.  
2.30 p.m. Correspondence may be posted  
on Board the Packet with Late  
Fee of 12 cents extra Postage  
until  
2.50 p.m. when the Mail is finally closed.  
**ALFRED LISTER,**  
Postmaster General.  
General Post Office,  
Hongkong, June 3, 1876. j61

## MEMOR. FOR TO-MORROW.

**Shipping.**  
Noon.—Douglas leaves for Swatow,  
Amoy and Foochow.  
2 p.m.—Ningpo leaves for Shanghai.  
Goods per *Anadyr* undelivered after  
Noon, subject to rent and landing  
charges.  
**Meeting.**  
5 p.m.—Meeting of the Hongkong  
Humanity Society at City Hall.

## TO ADVERTISERS.

The attention of Advertisers is respect-  
fully drawn to the fact that a copy of the  
*China Mail* has for some time past been  
placed on board of every Steamer and Sail-  
ing Vessel on arrival in this Harbour.  
Facilities which have recently been placed  
within the reach of Captains and Officers of  
Ships have resulted in a material increase  
to the Subscription List of the *Mail*, and  
amongst the shipping in port; and as  
special arrangements have been made to in-  
crease the usefulness of the Shipping List  
and to extend the circulation in the Bay,  
these advantages will be at once apparent  
to Advertisers.  
Orders may be sent to  
**GEO. MURRAY BAIN,**  
China Mail Office.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.  
**香港大藥房**  
**A. S. WATSON & Co.,**  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS  
OF  
DRUGGISTS' Sundries, NURSERY REQUI-  
SITES, TOILET REQUISITES, ENGLISH,  
AMERICAN, AND FRENCH PATENT  
MEDICINES.  
**MANUFACTURERS**  
OF  
Soda Water, Lemonade, Tonic Water,  
Gingerale, Potass Water, Sarsaparilla  
Water, and other Branded Waters.  
This Manufactory is under direct and  
continuous European Supervision.  
Hongkong, June 1, 1876.  
The publication of this issue commenced  
at 7.40 p.m.

## BIRTH.

On the 3rd, the Wife of A. LUTER, Esq.,  
of a Daughter.

## THE CHINA MAIL.

HONGKONG, MONDAY, JUNE 5, 1876.

We extract a few interesting items from  
a table of the exports of merchandise  
from the port of Bangkok during the  
month of April last, as furnished by the  
Commissioner of Customs, and published  
in the *Siam Advertiser*. It seems that  
the total value of the exports to Hong-  
kong from Bangkok during the period  
was \$348,092. Of this sum no less  
than \$303,418 was for rice; \$9,200 for  
rose-wood, a similar sum for teak-planks;  
\$5,340 for sapan-wood; \$3,510 for pep-  
per, and \$2,640 for cardamums. The  
total value of the exports from Bangkok  
was \$617,897, so that it appears more  
than half the trade of the port was with  
Hongkong. The exports to China only  
reached a value of \$9,383, of which  
\$5,767 was on account of rice. The  
value of the exports to Singapore was  
\$190,266; to Europe and America,  
\$19,054; to Java, \$50,119; and to the  
Coast, \$2,993.

In a recent article we compared the po-  
sition of Russia with reference to trade  
in the interior of China with that of  
other foreign nations, and claimed that  
the so-called permissive rights accorded  
to the former should be claimed in our  
favour should it appear that such a  
course would be to our commercial in-  
terest; and we purpose in the present  
article briefly to consider the causes  
which have enabled Russian merchants  
to establish themselves and to lay the  
foundation of what is likely to prove a  
very valuable trade to them. The rea-  
son is to be found undoubtedly in the po-  
wers which the Russians have of adapting  
themselves to the peculiar circumstances  
surrounding trade in China, their great  
linguistic powers and their early fami-  
liarity with trade inland in China. The Rus-  
sian traders inland adapt themselves to a  
great extent to the ways of the natives.  
They live quietly and unobtrusively and  
are willing to submit to many inconve-  
niences which other foreigners would  
scarcely bear with much equanimity.  
But the chief source of their power to  
trade is unquestionably their great fac-  
ility of acquiring languages, which opens  
to them fields of information which would  
be closed entirely to the large majority  
of foreigners of other nationalities.  
These facts are beyond dispute, and in  
endeavouring to form any estimate as to  
what we could ourselves do were trade  
with the interior of China allowed to us  
in the same way as it is to Russia, we  
are bound to take these facts into careful  
consideration. They certainly go to  
show that the direct advantages which  
would be derivable from a similar conces-  
sion to ourselves are more problema-  
tical than is generally considered to be  
the case; but it is still an open question  
whether what would be gained directly  
would really very greatly benefit mer-  
chants in China or our trade with the  
country generally. But when this point  
has been conceded, the whole question is

by no means disposed of, as in their  
indirect bearing similar concessions to  
those accorded to Russian traders would  
undoubtedly be of very great advantage.  
The fact that only a few of our mer-  
chants were at liberty to establish them-  
selves at some of the great centres of  
inland trade in China, would open the  
door to a large increase in the existing  
facilities; as it would end in the conces-  
sions which were granted to for-  
eigners being either wholly or in part  
accorded to Chinese merchants or  
Agents connected with foreign firms,  
who would thus be at once relieved  
from a large amount of the restrictions,  
from which our trade now suffers in the  
form of barrier dues and the like obstacles.  
The time, therefore, would clearly seem  
to have arrived when it would be desir-  
able for the Representatives of other  
foreign Powers to demand specific in-  
formation as to the nature of the facilities  
now exclusively granted to Russia, and  
to urge upon the Chinese Authorities  
the equity of their granting to them, if  
not the same, at least similar privileges.  
The fact that it has been possible for the  
Russians to establish a profitable trade  
inland, shows that there is no insuperable  
difficulty against foreigners trading in  
the interior; and there would seem to be  
little room to doubt that if the Chinese  
desired to do so, they could open up the  
way for a further spread of foreign trade  
inland without unduly interfering with  
vested interests or incurring any serious  
risk of complications arising from the  
opposition of the natives. The trading  
classes in China are too well aware of  
their own interests to oppose a lucrative  
traffic, and though at first some opposition  
might be looked for from the Guilds,  
there is no doubt that it would disappear  
when it was found that the trade became,  
as it would become, largely increased  
both in magnitude and lucrativeness.

The *Shanghai Courier* says it appears  
from a perusal of the despatches of Sir  
Thomas Wade to the English and Chi-  
nese Governments with reference to the  
Yunnan affair that the obloquy of which  
our Minister was the object during the  
early portion of the negotiations was,  
after all, in a great measure undeserved.  
But, adds our contemporary, only in a  
measure was this so. Sir Thomas Wade  
read the newspapers while he was  
in Shanghai, and he knew very well how  
much he was misunderstood. One word  
from him would have turned the current  
of popular feeling in the opposite direc-  
tion, for people would have been only  
too eager to accept even the smallest  
hint. Sir Thomas might perfectly well  
have allowed it to be known that he was  
doing what everyone was reproaching  
him for not doing, but everything was  
sacrificed to this fetish of official  
reticence, this affectation of diplomatic  
mystery and reserve which was as  
mischievous as it was unnecessary. We  
think the warmest admirers of Sir  
Thomas will agree with the remarks  
of the *Courier* that this was a mistaken  
policy on his part. There was nothing  
to be gained by such close reticence on  
this occasion, as is clearly enough shown  
in and by the publication of the des-  
patches relating to the enquiry, and he  
would have saved people from a misap-  
prehension and anxiety by permitting  
them to have some knowledge of the  
state of affairs at the Capital. On the  
other hand, it must also be borne in  
mind that Sir Thomas Wade has been  
the great champion of the conciliatory  
policy, which has so thoroughly broken  
down in these negotiations that even our  
representative himself has abandoned it  
for a more forcible and determined atti-  
tude. If we are not mistaken, his own  
Government had taken exception to Sir  
Thomas' repeated concessions, and only  
gave way to allow the Minister at Peking  
another trial after the old easy-natured  
fashion. There need, therefore, be little  
surprise at the Minister's chagrin over  
his final "fiasco."

**THE SPIRIT OF THE MORNING**  
PRESS.  
The *Press* says that the dissatisfaction  
with which the presence of the Chinese in  
the Queensland Gold Fields is regarded is  
not diminishing. It is not so much attri-  
butable to any general dislike of the Chi-  
nese, apparently, as to the fact that he  
contributes nothing worth mentioning to  
the development of the resources of the  
country. The *Cooktown Herald* suggests  
that a tax should be imposed upon John's  
rice, say of 3d. or 4d. per lb. The *Press*  
points out that such a tax as this would  
press very hardly upon the unfortunates  
digger, but on the other hand, many of the  
Chinese might be induced to turn their  
attention to agriculture through their re-  
sources falling sooner, and an indirect ad-  
vantage be reaped by the Colony in that  
way. It would certainly be bet-  
ter to put a tax on rice than to close the  
country against Chinese immigrants, as has  
been done in California.—The *Press* also  
offers some remarks on the Japanese press  
prosecutions.

**THE HONGKONG NATIVE PRESS.**  
The *China Mail* comments on the rum-  
oured new issue of China.  
The *Ying Yoi Sat Po* has no editorial  
in this issue.  
The *Universal Circulating Herald* ascribes  
the origin of the recent fire to the ignition  
of some kerosene oil. It condemns the use  
of kerosene as offensive to the smell and  
injurious to the eye.

**THE EASTERN QUESTION.**  
There is a panic on the Stock Exchange  
caused by anxiety in Eastern affairs. The  
Porte rejects the Berlin memorandum, and  
fleets are assembling at Besika Bay.  
London, 31st May.  
**THE DEBET.**  
Mineral colt..... 1  
Fore-runner..... 2  
Julius Cesar..... 3  
Danzon in Opium are apparently giving  
a test but powerful answer to the Anti-

## LOCAL AND GENERAL.

TO-DAY being Whit-Monday was observ-  
ed as a holiday in all the Government  
Offices, and also in the local Banks.  
A CORRESPONDENT complains of the extreme  
inconvenience occasioned by the fact that  
no notice appeared in the newspapers of the  
Bank Holiday to-day. Notice having always  
previously been given of the closing of the  
Bank, it was taken for granted by many  
that business would go on as usual.  
The maximum temperature at the Peak  
during the past week, as recorded in Satur-  
day's *Gazette*, was 76.5, the minimum 65.0;  
at the Harbour-Master's Office, the maxi-  
mum was 86.0, and the minimum 74.0.  
Only 0.79 inch of rain fell during the week.  
It is announced by proclamation in the  
*Gazette* of Saturday, that Her Majesty the  
Queen has been pleased to approve and  
confirm the Ordinances to provide for the  
devolution of the site of St. Paul's College,  
and to provide means for altering the  
statutes of the said college.  
The Great Northern Telegraph Company  
have announced that from the 28th May,  
the rate for messages between the Head  
office at Shanghai and Gutzlaf will be re-  
duced from 84 to 82 for 20 words, and that  
arrangements may be made for reporting  
by wire any signals hoisted by vessels  
passing.  
Nothing has been heard here, we believe,  
as to the *Glenarney* passing Singapore, but  
no doubt she is gone. The *Bankow* is  
expected to be the first home. The *Glenarney*,  
it will be recollected, left Hankow on the  
16th May, passing Woonong on the 19th;  
the *Hankow* left on the 17th passing  
Woonong on the 20th; the *Glenarth* left on the  
21st, passing Woonong on the 25th;  
and the *Stad Amsterdam* left on the 26th,  
passing Woonong on the 30th.  
An adjourned inquest was held this after-  
noon (5th) on the body of a young Chinese  
woman named Chung On Chai by strangula-  
tion. It appeared from the evidence  
adduced to-day that the deceased was given  
to drink, and that on the night of the 31st  
May, she was drunk, and when more liquor  
was refused her, she threatened to kill  
herself by drowning. So on the morning  
of the 2nd instant, she was found suspend-  
ed by the neck in the kitchen. A verdict  
of *felo de se* was returned.  
The last but not the least noteworthy  
of the clippers, which English shipbuilders  
turned out within the last ten years, has  
shaved herself in this harbour, for the first  
time we believe—the *Thermopylae*. Her  
wonderful runs from Australia to Foochow  
and Shanghai are too well known to need any  
"puffing" at our hands,—whilst in her  
passages homewards from Shanghai she has  
been a very keen rival to the *Ferry Cross*,  
*Serica*, *Arcti*, *Cutty Sark* and others, which in  
the days gone by were the present *Bankow*'s  
and *Glenarney*'s. We can hardly doubt that  
the advances by *Thermopylae* will not in out  
to be the "latest" received at Foochow, even  
in these days of overdone steam-competition,  
as she has cleared for that destination, and  
no steamer has left for the Coast since the  
receipt of the mails per *Thibet*.  
Telegrams from home appear to reflect  
an unsettled state of political affairs in  
Europe, consequent on the interminable  
Eastern question. England, Austria and  
Italy are spoken of as arranged on one side,  
while the Northern powers are credited  
with holding opposite views; but whether  
or not the excitement on the London  
Stock Exchange is based on political  
grounds, alone, cannot yet be discovered.  
We find it hard to believe that Turkey  
itself will again command sufficient sympa-  
thy to involve the powers in a general war.  
The uneasy feeling in the North arising  
out of the unsatisfactory condition of our  
relations with the Chinese Government ap-  
pears to have given rise to rumours of a  
grave kind. Although much has been  
whispered about, nothing of a reliable  
nature has been received either through  
foreign or native sources. The natives  
talk anxiously of Sir Thomas Wade's move-  
ments, but nothing definite has yet been  
received to justify any grave fears. We  
believe that Sir Thomas has gone to Shang-  
hai to communicate with London.  
The following telegrams appeared in the  
*Daily Press* of this morning:—  
London, 28th May.  
THE EASTERN QUESTION.  
There is a panic on the Stock Exchange  
caused by anxiety in Eastern affairs. The  
Porte rejects the Berlin memorandum, and  
fleets are assembling at Besika Bay.  
London, 31st May.  
**THE DEBET.**  
Mineral colt..... 1  
Fore-runner..... 2  
Julius Cesar..... 3  
Danzon in Opium are apparently giving  
a test but powerful answer to the Anti-



SUPPLEMENT  
TO THE  
CHINA MAIL.

HONGKONG, MONDAY, 5th JUNE, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Abbotsford	3 c	Patterson	Brit. str.	649	May 30	Jardine, Matheson & Co.	S'apora and Penang	7th, 8 p.m.
Alaska	4 k	Dearborn	Amer. str.	4011	June 1	P. M. S. S. Co.	Y'hama & S. F. Co.	Mails, 15th
Altona	4 c	Müller	Ger. str.	1179	May 30	Wm. Pustau & Co.		
Argyll	5 c	Scott	Brit. str.	1271	June 3	Jardine, Matheson & Co.		
Benlodi	4 h	Buchanan	Brit. str.	999	June 3	Jardine, Matheson & Co.		
Butuan	...	Fremoya	Span. str.	257	May 30	H. Kier	Manila	K'loong Dock
Cassandra	4 c	Langer	Ger. str.	947	May 30	Wm. Pustau & Co.		
Cheong Hook Kian	...	Webb	Brit. str.	1000	June 3	Soon Cheong & Co.		
Cheops	3 h	Dryden	Brit. str.	983	May 18	Adamson, Bell & Co.	S'apora and Penang	
Chikiang	5 c	Hogg	Brit. str.	890	June 4	Siemssen & Co.	Shanghai	
Columbian	5 k	Alderton	Brit. str.	1417	May 17	P. & O. S. N. Co.		
Cyprenes	5 c	Wood	Brit. str.	1280	May 23	Adamson, Bell & Co.		
Douglas	5 h	Burnie	Brit. str.	864	June 2	Douglas Lapraik & Co.	Coast Ports	
Duna	...	Thomson	Brit. str.	859	June 4	Gilman & Co.		
City of Exeter	3 h	Gorley	Brit. str.	787	June 2	Hop Kee	S'apora and Penang	
Ferona	4 h	Schultz	Ger. str.	1085	June 1	Wm. Pustau & Co.		
Fuyew	4 c	Croad	Chi. str.	920	June 4	C. M. S. N. Co.	Shanghai	To-day
Glamis Castle	4 c	Dickie	Brit. str.	1539	May 13	Adamson, Bell & Co.		
Glaucus	5 c	Jackson	Brit. str.	1644	June 5	Butterfield & Swire	S'apora and London	To-day
Hindustan	5 c	Gardner	Brit. str.	991	June 3	David Sassoon, Sons & Co.		
Malacca	5 c	Shellard	Brit. str.	1050	May 31	P. & O. S. N. Co.		
Mecca	4 h	Johnson	Brit. str.	687	May 29	Hop Kee		
Mikado	3 k	Moore	Brit. str.	3030	May 26	Gilman & Co.		
Ningpo	5 c	Rayner	Brit. str.	761	June 5	Siemssen & Co.	Shanghai	
Pardo	...	Power	Brit. str.	783	June 4	Landsteln & Co.		
Pasig	...	Lopez	Span. str.	197	May 7	Remedios & Co.		
Pawuxet	4 k	...	Amer. str.	280	June 18	Ang. Heard & Co.		Laid up
Queensland	3 h	Craig	Brit. str.	1437	June 2	Gibb, Livingston & Co.	Australian Ports	
Rajasthanuwar	3 h	Hopkins	Brit. str.	933	June 3	Yuen Fat Hong		
Riga	...	Clarke	Brit. str.	921	May 27	Order		Ab'deen Dock
Salvadora	3 c	Hornmacher	Span. str.	615	May 31	Remedios & Co.	Manila	
Suez	5 k	Scarlet	Brit. str.	1390	June 3	Jardine, Matheson & Co.		
Thales	5 h	Coles	Brit. str.	820	June 3	Douglas Lapraik & Co.		
Vasco de Gama	2 k	Rice	Brit. str.	2000	April 29	Jardine, Matheson & Co.		Repairing
Yotung	2 h	...	Brit. str.	324	June 9	Kwok Acheong		
<b>Sailing Vessels</b>								
American Lloyds	4 k	Park	Amer. bge.	510	May 21	Vogel, Hagedorn & Co.	San Francisco	
Anna	4 h	Jessen	Ger. bge.	448	May 9	Wm. Pustau & Co.		
Anna Dorothea	3 k	Schmitt	Ger. bge.	830	June 3	Wm. Pustau & Co.		
Annie Fish	3 c	Hiffes	Amer. sh.	1496	April 23	Russell & Co.	San Francisco	
August	4 k	Ris	Ger. bge.	274	May 25	Eduard Schellhaas & Co.		
Balfed Will	3 c	Branthwaite	Brit. sh.	812	May 5	Vogel, Hagedorn & Co.	Manila	
Bia-Pan	2 c	Möller	Siam. sh.	575	May 19	Kin-tye-loong		
British Crown	7 h	Andrew	Brit. bge.	448	April 27	Meyer & Co.	London	
Caldew	3 c	Walter	Brit. bge.	482	June 5	Chinese		
Caroline	...	Tarnbull	Brit. sh.	957	May 15	Borneo Company	Cebu	Co'stan Dock
Charles Maureau	4 k	Quatrous	Foh. bge.	368	May 24	Landsteln & Co.	Newchwang	
Chas. C. Leary	3 c	Stephen	Amer. bge.	644	April 24	Vogel, Hagedorn & Co.	New York	
Cheng Soon	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Christina A. P.	3 c	Federico	Amer. sch.	175	Jan. 8	Order		
Comet	4 c	Bray	Amer. sh.	1157	April 23	Russell & Co.	San Francisco	
Commissary	3 h	Hunter	Brit. sh.	900	April 23	Vogel, Hagedorn & Co.	London	
Crested Wave	1 c	Ranout	Brit. bge.	345	May 26	Douglas Lapraik & Co.	Foochow	
Daylight	3 h	Reinemaker	Siam. bge.	447	May 17	Kin-tye-loong		
Deutschland	3 c	Tilman	Ger. bge.	269	May 18	Arnhold, Karberg & Co.	Haiphong	
Dora	1 c	Lazarrengo	Span. bge.	322	May 13	H. Kier		Repairing
Echo	5 c	Tozer	Brit. bge.	369	June 8	Gilman & Co.		
Emma	3 c	Gran	Ger. bge.	340	May 21	Wm. Pustau & Co.		
Evelyn	8 c	Knowles	Brit. bge.	762	May 31	Melchers & Co.		
F. H. Drews	2 c	Voisatz	Ger. bge.	623	June 1	Wm. Pustau & Co.		
Faan	...	Sandberg	Norw. bge.	290	May 28	Vogel, Hagedorn & Co.	Manila	
Felsch	4 k	Grief	Ger. bge.	441	June 4	Eduard Schellhaas & Co.		
Hongkong	2 h	Freudenberg	Siam. sh.	636	June 4	Mow Wah		
Hope	4 c	Boulton	Brit. bge.	454	April 29	Vogel, Hagedorn & Co.	London	
Humboldt	4 h	Stoll	Ger. bge.	330	June 2	Eduard Schellhaas & Co.		
Iphigenia	4 c	Matsen	Ger. bge.	464	April 24	Wm. Pustau & Co.	Callao	
J. H. Jessen	4 c	Rasmussen	Ger. bge.	275	May 9	Arnhold, Karberg & Co.	London	
Joanna y Anna	4 c	Man	Amer. sch.	40	May 7	C. P. Holcomb		
John Milton	7 c	Murphy	Brit. sh.	618	May 22	Russell & Co.	Manila	
Kate Tatham	...	Mackerey	Brit. bge.	275	May 12	Carlowitz & Co.		Co'stan Dock
Kronprinzessen	3 c	Hamin	Dan. bge.	344	May 28	Eduard Schellhaas & Co.		
Lizzie	3 k	Inokay	Brit. bge.	385	June 8	Broadbear, Anthony & Co.	Tientsin	
Lord Macaulay	7 c	Monkman	Brit. bge.	879	May 28	Captain		
Lurea	2 c	Colberg	Siam. bge.	432	May 15	Tack Mee & Co.		
Lyoka Till	2 h	Kines	Ital. sh.	1013	May 18	Thos. Howard & Co.	San Francisco	
Mario Alfred	5 c	Leclerc	Foh. bge.	309	May 30	Landsteln & Co.		
Marquis of Argyll	2 k	McKeon	Brit. bge.	500	April 10	Rozario & Co.	Melbourne & Sydney	
Martha Brokelmann	8 c	Kluth	Ger. bge.	486	June 4	Siemssen & Co.		
Maj	7 h	Flumley	Brit. 3m.se.	237	May 10	Olyphant & Co.		
Mina	5 c	Thuren	Ger. bge.	456	May 11	Wm. Pustau & Co.		
Mount Lebanon	1 h	Hall	Brit. 3m.se.	580	April 28	Rozario & Co.	Tientsin	
Nautilus	...	Blockey	Brit. bge.	242	May 27	Eduard Schellhaas & Co.		Co'stan Dock
Northern Chief	4 k	Brown	Brit. bge.	392	May 31	Melchers & Co.		
Oceanus	8 c	Rockwoldt	Ger. 3m.se.	335	May 19	Siemssen & Co.		
Otter Caps	8 c	Morday	Brit. bge.	582	May 8	Arnhold, Karberg & Co.	London	
Papa	4 h	Pasch	Ger. bge.	750	May 11	Siemssen & Co.		
Paradies	4 c	Thuröe	Ger. bge.	546	May 29	Wm. Pustau & Co.		
Pelmo	4 c	Christiansen	Ger. bge.	250	May 23	Arnhold, Karberg & Co.		
Rebecca	3 c	Bundgaard	Ger. bge.	408	May 23	Wm. Pustau & Co.		
Rota	7 c	Hansen	Dan. sh.	882	May 8	Jardine, Matheson & Co.	Chefoo	
Rubicon	3 k	Hinsan	Brit. 3m.se.	104	June 4	Arnhold, Karberg & Co.	Manila	Co'stan Dock
San Lorenzo	...	Pico	Span. bge.	220	May 14	Remedios & Co.		
Scotland	4 c	Holcomb	Amer. sch.	78	May 27	Captain		
Swallow	2 c	Howes	Amer. sh.	1239	April 23	Order	San Francisco	
Taunton	3 c	Clark	Brit. sh.	638	May 18	Siemssen & Co.	Touzon	
Thermopylae	8 h	Matheson	Brit. sh.	948	May 11	Adamson, Bell & Co.	Foochow	about 31st
Titan	8 c	Barry	Amer. sh.	1228	May 19	Messageries Maritimes		
Victory	...	Whiting	Brit. bge.	255	May 22	Yuen Fat Hong		Co'stan Dock
Vindex	1 h	Parkhouse	Brit. bge.	290	May 3	Russell & Co.	Melbourne & Sydney	Repairing
Wealthy Pendleton	1 c	Blanchard	Amer. bge.	609	May 30	Vogel, Hagedorn & Co.	San Francisco	10th prox.
Willard Mudgett	3 c	Diokey	Amer. bge.	875	May 15	Wing Wo Yuen	Honolulu	
Willie	1 h	Badenoch	Brit. 3m.se.	274	May 20	Arnhold, Karberg & Co.		
Wodan	3 k	Meyer	Ger. bge.	439	May 7	Meyer & Co.	S'pore & Mauritius	
Zoroya	...	Sariett	Brit. bge.	383	May 13	Gilman & Co.		Co'stan Dock
<b>WHAMPOA</b>								
Cap Horn	...	Green	Ger. bge.	401	May 23	Wm. Pustau & Co.	Tientsin	
Charité	...	Harvé	Foh. bge.	255	May 25	Carlowitz & Co.	Tientsin	
Vesta	...	Dicks	Ger. bge.	302	June 5	Melchers & Co.	Tientsin	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Flamer	7 h	British	aux. naval hospital	.....	...	.....	.....	D. M. Insp. Gen. Morgan
Fly	6 h	British	gun vessel	464	4	120	June 2	John Bruce
Hornet	6 h	British	gun vessel	461	4	120	May 16	Hippisley
Kearsarge	6 c	American	corvette	638	6	500	April 20	F. V. McNair
Kestrel	6 c	British	gun vessel	462	4	100	June 1	O. B. Theobald
Meanece	6 k	British	military hospital	2591	...	.....	.....	Capt. Becker
Modeste	6 c	British	corvette	1405	14	350	June 1	Alex. Buller
Tehing Tsing	1 h	Chinese	gunboat	180	...	.....	June 5	Bessard
Thistle	6 k	British	gun vessel	464	4	120	May 15	Francis Stirling
Victor Emmanuel	6 k	British	Commodore's flag ship	3087	2	.....	.....	Commodore Watson
Vineta	6 c	German	corvette	1800	19	400	May 31	Count Monte
Yantic	6 h	American	gunboat	410	3	288	May 19	R. S. McCook
<b>At Canton</b>								
Ariadne	...	German	corvette	1330	6	400	June 5	Kühne
Cyclop	...	German	gunboat	360	6	80	June 5	Von Reiche
Hertha	...	German	corvette	2200	19	400	June 5	Knorr
Palos	...	American	gunboat	305	...	.....	April 18	W. R. Bridgeman



Opium Society in continuing to be instrumental to an increase of revenues from that article over the budget estimate. An Indian contemporary states that "the receipts from two sales of Bengal Opium and one month's duty on Malwa Opium have exceeded the estimated receipts by £72,155."

We clip the following counter-statement to that regarding the spiking of the guns of the Gaskwar of Baroda, from the columns of an Indian paper:—

Reports have been current in Baroda for some time past that the British Government had ordered the destruction of all the Gaskwar's guns, except a few which were to be kept for saluting purposes; and that the order had been rigorously carried out. Those who are well versed in Baroda affairs will easily believe that a large number of the most extraordinary "gaps" clustered round such an interesting story. The most amusing one is that the young Gaskwar protested to Mr. Melville against such unwarrantable action on the part of the Paramount Power. Mr. Melville, it is said, shook his head and said:—"I am sorry to hear of this, but I am not a soldier; I am a civil servant." "Be good, my child; ask no questions, and we will tell you no lies." However amusing and interesting such stories may be, there is one feature about them which is particularly gratifying; they are not true. The only foundation for them is that, amongst the Gaskwar's artillery, there were six old useless cannons, and Sir T. Madhava Rao ordered them to be broken up for the sake of the metal. Those who do not know the difference between an effective and a non-effective weapon naturally concluded the step was the beginning of the end of the Baroda army.

From the Calcutta *Englishman* we extract the following:—

Temperance seems to be rapidly increasing in the British troops in India, for the last number of the magazine "On Guard" says, "that 7,400 men and 812 women and children connected with British regiments serving in India, are enrolled as members of the Temperance Association. In addition to that band of 8,171, we find that 1,121 are registered as 'sober soldiers.' All this shows earnest and successful working."

The following extract from a letter, dated Baghdad, 6th April, has been placed at our disposal:—"At one time, during the past week, the disease assumed almost an alarming aspect; but we are glad to say, that during the last few days it has slightly subsided, and is now much as when we last wrote. The Medical men generally agree in pronouncing it to be the true plague, but not in virulent form. The number of persons attacked to date is about 400. Something over half the cases have proved fatal."

Messrs. TAYLOR & Co., will shortly publish a work by Charles G. Leland, entitled "Fidgins-English-Sing-Song." This is a collection of Ballads and Stories in the English dialect spoken by Chinese, and is accompanied by a Vocabulary and rules for speaking this curious dialect. It is the first work of the kind ever published.

THE HONGKONG HUMANE SOCIETY IN ACCOUNT CURRENT WITH THE UNDERSIGNED.

Sept. 20, 1875 to March 31, 1876.	
Paid Laid, Crawford & Co. Sundries, .....	\$189.55
Paid Samling Uniforms, .....	118.90
Paid China Mail Advertising, &c., ..	15.75
Paid Daily Press Advertising, &c., ..	2.00
Paid H. K. Times Advertising, &c., ..	1.50
Paid Deposit to Hongkong Bank, ..	1,100.00
Paid G. Holmes Telegrams, .....	68.00
Paid Colliers (Watchman), .....	10.00
Paid De Souza & Co. Books, .....	2.00
Paid Remittance on account of Belt, &c. £40.00 @ 3/10 stamp, ..	209.70
	\$1,884.40
Balance due Hon. Treasurer, .....	\$46.00

By Cash Donation from Chinese Community, .....

By Cash Donation from Debating Society, .....

By Cash Donation from Hongkong Community, .....

By Cash Donation from Bishop of Victoria, .....

By Cash Donation from Bishop of Reims, .....

By Cash Donation from Sir Brooks Robertson, .....

By Cash Donation from Captain Thomsett, .....

By Cash Subscription from 11 Hon. Members @ \$10, .....

By Cash Subscription from 38 Ordinary Members @ \$2, .....

By Cash 6 months Interest on Deposit of \$1,100 @ 2% per annum, ..

By Balance due Hon. Treasurer, .....

By Cash Donation from Chinese Community, .....

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By Cash 6 months Interest on Deposit of \$1,100 @ 2% per annum, ..

and esteem of all; and the news of his sudden death will be "received" with unforgotten regret by his numerous friends and acquaintances. It was only the other day we had to notice his *Gazetted* retirement on full pay. The deceased officer was a gallant soldier but being unassuming, was as modest as he was brave. He saw much service during the Sepoy War of 1857, in which he gained the coveted distinction of the Victoria Cross.

#### Police Intelligence.

(Before Both Magistrates.)

June 5, 1876.

#### Violently Drunk.

Arthur Leary, a seaman H. M. S. *Thistle*, was charged under the following circumstances:—

Capt. W. M. Deane, stated that at 6.30 p.m. on the 3rd instant, he was in the Hongkong Club, when he heard a noise in the street and a Police whistle. He went out and saw a Sikh Constable who was giving the alarm, and the defendant who had a Policeman's staff in his hand, running up the street. Capt. Deane took hold of him, phoning his arms, when the defendant struck upwards with the staff, and hit witness under the right eye, causing a black eye. Capt. Deane then threw him down, and on the Constable coming up to him, he was secured and taken to the Station. Mrs. Burgett Robinson said her husband was a private of H. M. 28th Regiment, and that she was coming from the Barracks, intending to go to the Roman Catholic Church in Wellington Street. She saw the defendant opposite the Parade Ground. He was staggering and followed the witness. At last he said "good evening." Witness took no notice of him but he continued to follow her, and said he did not want to annoy her but only to speak to her. Witness told him to go away about his own business. At that time a soldier passed by and witness asked him to take her to the Church. The soldier told defendant to go away, but he continued to follow her until he got close to her, and then he took her by the arm and tried to force her into a cab. Witness then called a Constable, who took the defendant into custody as far as the Club, when the defendant said he would not annoy witness any more, and the Constable let him off. After this the defendant came to her again and shook his fist at her saying "I know you." Witness was very much frightened and knew nothing of what further happened. Chuttee Singh, a Police Constable, said the defendant was given into his custody. He was drunk but not very drunk. Witness took hold of him, when he struck the witness. The Constable then threw him down, because he was so very violent. The defendant then knocked away the Constable's pugnere and took away his staff. The Constable then blew his whistle, which attracted Captain Deane to the scene, also a Chinese Constable. The defendant stated that he was drunk and had no recollection of what had happened. Fined 40/- in default one month's imprisonment. The fine was paid.

#### A ROGUE AND VAGABOND.

Tung Ahn, a fishmonger, was found in the house of a photographer near the houses on Fire at Queen's Road Central. A cry of fire was heard from a house near the fire and the defendant was seen running away. An assistant in the Man Sing photographer's shop said he saw the defendant in his house. He had no business there. One month's hard labour as a rogue and vagabond.

#### LARCENY AT THE F.B.E.

Two coolies were caught carrying a bundle of iron things from a house near the fire. The articles were recognised as belonging to the Cheung Hing shop, the house next to those on fire. They were sent to six and three months' hard labour respectively.

#### MORE LOOTING AT THE FIRE.

Chan Ahung, a coolie, was sent to six months' hard labour for stealing several packages of silk goods from the Wah Loong shop, a house near the scene of the fire on Saturday.

#### CUTTING TREES.

Chung Ayuen, a gardener to Mr. Burrows, was charged with cutting shrubs at Taitam-tok. The defendant said his master told him to collect them for table decorations. Mr. Mallory confirmed the defendant's statement. Fined 10/- and warned that ferns and grasses were free from the operation of the law, but shrubs were not.

#### LARCENY.

The remanded case in which Lung Akow, and ten others belonging to a Cargo boat, No. 4, of the P. & O. Co., were charged with the larceny of 37 lbs. of tea, came on again to-day.

Mr. Dennis appeared for the prisoners. It appears the first two prisoners with four others not in custody took a cargo of tea to the Lombardy and there was one chest short. The tea in Court was afterwards found in several parcels on board the 2nd ind. The first prisoner, the Captain, said the tea came into his possession by one Pawan and he was dividing it.

The first two prisoners were also charged with the unlawful possession of a bottle of oil property of the Messageries Maritimes Co., at which to have been stolen on the 31st May. The P. & O. having loaded them the lighter.

The prisoners were all discharged except the first, second and ninth, and the case was further remanded until the 9th instant.

#### China.

SHANGHAI.

(New.)

Shortly before five o'clock last evening, (May 26th), when the Foochow gunboat belonging to the Chinese, which is now lying off Foochow, was at anchor, a full sail, a native Ningpo trading craft, in full sail, was carried by the tide across her bows. The jibboom of the gunboat struck between the main and mizen masts of the craft, and the latter mast coming in contact with the jibboom was wrenched entirely from its position, and fell with the sail into the water. The enraged ropes were promptly cut, and further mischief as far as the gunboat was concerned was thus prevented, but another collision with the *Allen Brown* was only avoided by the crew of the craft lowering all sail and casting anchor with marvellous alacrity.

We hear that telegraphic information has

been received from England, that Mr. Goodwin has been appointed to be Chief Judge of the Supreme Court, in succession to Sir Edmund Hornby.

The first railway excursion train in China, was run on Saturday, the 24th May, the excursionists including several ladies, who were accompanied by Admiral Lambert and a party of gentlemen. The train was composed of five first-class trucks, and other vehicles properly furnished for the occasion. The distance traversed extended over about five miles, and the trip was thoroughly enjoyed.

At a meeting of Treaty Consuls held on the 22nd May, the Chairman mentioned that he had received the report of the Dutch Engineers, on the Whooing bar, in English. The papers are very bulky.

The *St. Flour Castle* left Hankow at midday on Thursday last (May 25), and made an unobstructed run down the river to some distance this side of Chinkiang. The pilot was dubious as to the advisability of attempting to go over a sandbank, and waited five hours for the tide. The ship passed over in safety, and went out to sea between four and five o'clock on Sunday morning (May 28), and was seen by the str. *Chinkiang* at half past seven o'clock about five miles outside the lights. The German str. *Hohenstaufen* left Hankow between nine and ten o'clock on Friday morning (May 26). She appears to have had a favourable passage down as far as Centur shoal, below Chinkiang, which she fouled at high water. She ran hard ground, and according to latest reports it is difficult to say whether she would be able to get off without assistance. Her position is about a ship's length out of the fairway.

The str. *Stad Amsterdam*, left Hankow three hours after the *Hohenstaufen*. The former passed Chinkiang on Sunday afternoon (May 28), and might be expected at Woosung last night (29). A rumour gained currency, however, to the effect that she could not pass the *Truhenshuifen*. We were unable to test its truthfulness, and merely mention it for what it is worth. The remaining batch of steamers at Hankow are all busily engaged taking in tea, and on Friday night the *Russia* was ready to start. She was waiting the arrival of her pilot, Mr. Blamhard, who is taking the *Tschinkat-off* up. It is difficult to say which steamer will follow her, but in all probability it will be the *Galley of Lorne*.

#### CHINKIANG.

Messrs. Spencer and Woff write on the 24th May:—Almost immediately after the despatch of our last advice of the 17th instant, a demand sprang up for Grey Goods, which holders met freely, being ignorant of the state of affairs at Shanghai; but when the news arrived of the sudden rise there, they declined to meet purchasers excepting at higher prices, which has to some extent checked their eagerness to sell, and buyers hesitate somewhat before doing business at the enhanced rates demanded. We are again unable to give quotations, but the new arrivals of the *Aden* and *the Tokai* are (formerly the *Aden*), and a proper iron-lined pit had to be prepared for the mould, the foundry crane was not finished, and even the cupola and ladle had to be made, as also the striking up-gear for shaping the screw, still, from the skill and energy displayed, the casting was made in little more than ten days from receipt of the order. Five tons of metal were run down by two cupolas in an hour and three-quarters, and the operation of pouring was completed successfully by the head Japanese moulder without a hitch.

Following the example of Kobe, and stimulated by its own want of success in the recent aquatic contest in that port, the Yokohama Rowing Club has challenged the Rowing Club at Kobe, Nagasaki, Shanghai and Hongkong to an interport four-oar race, to be rowed here in April next year. The spring meetings of the Yokohama and Tokyo Athletic Associations were held, the former on the 11th and 12th, and the latter on the 18th instant; both appear to have been very successful. The *Herald* makes the following announcement:—Through the kindness of a friend, we have been placed in possession of the following telegram, which was received here last night (18th inst.):—"Revolution in Mexico. Mintage and shipment of dollars stopped." The effect of this news on the London Silver Market has been to drive Mexican dollars up to 53 1/2 per oz., whilst Bar Silver is only 53 1/2 per oz. Mexican dollars are 900 fine, and have for some time past been only quoted at their melting value, 1 1/2 per oz. below Bar Silver (925 fine) standard. On the 6th inst. there was a meeting of Japanese merchants at Tokio; the subject of discussion was the quantity of sards of silk-worms eggs to be prepared this year. It was decided to have one million and a half, of which one million for export, and the balance for native consumption. The *Choya Shimbun* says that a large rice merchant in Hiogo, named Kite Kase, having closed his doors to business, a large number of junkies, 100 or more, laden with rice, were in the harbour, and no one to purchase their cargoes, and the price goes down. On the afternoon of the 18th instant, two natives, Messrs. Fukuchi and Numa, were to give lectures on European law and European history, at Mashi Ten Cho in Tokio.

#### YOKOHAMA.

The *Audacious* was daily expected at this port. She left Hongkong on the 1st instant, for a two days' cruise for the purpose of testing her machinery, which has been overhauled in Hongkong. If the trial proved satisfactory, she was to at once proceed to this port via Nagasaki. A. McLean, a seaman undergoing a sentence of imprisonment for refusal of duty on board the ship *Essex*, attempted to commit suicide in his cell in the British Consular Gaol. He hung himself with his braces, which, however, gave way and fell heavily to the ground, his fall attracting the attention of the warden on duty, who at once ran to the cell, where he found the prisoner lying on the floor nearly strangled. Assistance was called and McLean was brought out. Messrs. Boyd and Co. have successfully cast a new propeller for the *Tokai* (formerly the *Aden*), and a proper iron-lined pit had to be prepared for the mould, the foundry crane was not finished, and even the cupola and ladle had to be made, as also the striking up-gear for shaping the screw, still, from the skill and energy displayed, the casting was made in little more than ten days from receipt of the order. Five tons of metal were run down by two cupolas in an hour and three-quarters, and the operation of pouring was completed successfully by the head Japanese moulder without a hitch.

#### PEKING.

12th May, 1876.

I notice by the last arrivals of the Shanghai papers that there is consternation in Peking. I was sorry to see it, for when ignorance is bliss 'tis folly to be wise. For the last day or two I have been keeping my mouth and ears open, making enquiries, and listening to reports; but the only result so far has been the consumption of a large amount of dust than usual, which may to a certain extent be a benediction to the rest of the species by diminishing the amount of dust in circulation, but is hardly conducive to personal comfort.

In a former letter I told you that the Empress had dispatched an official to chain the dragon and bring him into the city. I now hear that the dragon has not been caught nor has the official yet returned, which may account for the continuance of drought and heat. This state of the atmosphere is very likely to cause fires. These are sometimes supposed to be of heavenly origin, and one which occurred the other night in the Chinese city may have a better claim than most catastrophes of the kind to a celestial cause. A large house, belonging to a mandarin, was totally destroyed by a sudden outbreak of fire. The next-door neighbour was scorched by the heat of the fire, when some sparks from the scorched roof fell on the mandarin's courtyard. The house from which the spark came escaped. The mandarin probably was not a worshipper of *Plutus*, hence his misfortune. At any rate there can be no doubt that the worship of this divinity was the cause of the catastrophe.

In recent communication I mentioned the Imperial paupers which abound in this region, possibly your readers may not all know how this class comes to exist. There are in Peking Eight Banners, under each of which are supposed to be ranked 10,000 men; in all 80,000 men, besides women and children who may number 350,000 more. All these are said to live, or as I should say, starve, upon Imperial pay. Being soldiers they may be supposed to render a *quid pro quo*, but as they are never allowed to leave a sinecure and get a decided proof of the old saying that "Saturn finds some mischief still, for idle hand is out." The pay is nominally three taels a month for each foot soldier, and four taels for a dragon, besides an allowance for each boy who draws the bow, and a pension to widows; moreover three times a year there is a dole of rice sufficient to keep the family in that article. I say this is the nominal rate of pay, but the men actually receive only about one-fourth of the silver, and the rice is both bad in quality and small in quantity, so that a good deal has to be made up by hook and by crook. Some of these men seek out their pensions by service; others act as flacks do, and get a living by feeding on others. The prospect of a very hot summer would be a blessing only that the event rarely has any relation at all to the foregoing statement. But if our heat goes on increasing until August I do not know what will become of us. —*Shanghai Courier*.

#### Japan.

(Gastille.)

U. S. flag ship *Tennessee* is expected to leave this port on a short visit to Kobe early next month. H. E. Mr. Bingham will go with her as a guest of Admiral Reynolds. Among the passengers by *City of Peking* for San Francisco are Mr. Knight and two Chinese Commissioners to the Philadelphia Centennial Exhibition, and the Rev. Dr. J. Stronach, a veteran missionary in China, where he has worked and preached since 1837.

We have to record another abrupt departure. The place of Mr. W. Rose, engineer and boiler maker, and grog-shop keeper, erst of 136 in the Swamp Concession, will know him no more. He has departed for San Francisco in the *City of Peking*, leaving several persons with expensive souvenirs, in the shape of unpaid accounts, on account of which to lament his departure, which he effected without any ceremony of leave taking.

President Grant vetoed the bill reducing the salary of the President of the United States from \$54,000 to \$25,000, stating that he knows from experience that a salary of \$25,000 is inadequate.

The Pacific Mail Company is still in trouble. The *Alaska* was compelled to proceed on this trip in place of the *China*. The latter is now anchored in the stream with a sheriff's officer on board. As a transfer of all the iron steamers had been made, it was found impossible to seize any of them; consequently the attaching parties now seize the coals and stores of the vessels and in every case bonds have had to be given before the vessels sail. Numerous detentions are the consequence.

#### YOKOHAMA.

The *Audacious* was daily expected at this port. She left Hongkong on the 1st instant, for a two days' cruise for the purpose of testing her machinery, which has been overhauled in Hongkong. If the trial proved satisfactory, she was to at once proceed to this port via Nagasaki. A. McLean, a seaman undergoing a sentence of imprisonment for refusal of duty on board the ship *Essex*, attempted to commit suicide in his cell in the British Consular Gaol. He hung himself with his braces, which, however, gave way and fell heavily to the ground, his fall attracting the attention of the warden on duty, who at once ran to the cell, where he found the prisoner lying on the floor nearly strangled. Assistance was called and McLean was brought out. Messrs. Boyd and Co. have successfully cast a new propeller for the *Tokai* (formerly the *Aden*), and a proper iron-lined pit had to be prepared for the mould, the foundry crane was not finished, and even the cupola and ladle had to be made, as also the striking up-gear for shaping the screw, still, from the skill and energy displayed, the casting was made in little more than ten days from receipt of the order. Five tons of metal were run down by two cupolas in an hour and three-quarters, and the operation of pouring was completed successfully by the head Japanese moulder without a hitch.

Following the example of Kobe, and stimulated by its own want of success in the recent aquatic contest in that port, the Yokohama Rowing Club has challenged the Rowing Club at Kobe, Nagasaki, Shanghai and Hongkong to an interport four-oar race, to be rowed here in April next year. The spring meetings of the Yokohama and Tokyo Athletic Associations were held, the former on the 11th and 12th, and the latter on the 18th instant; both appear to have been very successful. The *Herald* makes the following announcement:—Through the kindness of a friend, we have been placed in possession of the following telegram, which was received here last night (18th inst.):—"Revolution in Mexico. Mintage and shipment of dollars stopped." The effect of this news on the London Silver Market has been to drive Mexican dollars up to 53 1/2 per oz., whilst Bar Silver is only 53 1/2 per oz. Mexican dollars are 900 fine, and have for some time past been only quoted at their melting value, 1 1/2 per oz. below Bar Silver (925 fine) standard. On the 6th inst. there was a meeting of Japanese merchants at Tokio; the subject of discussion was the quantity of sards of silk-worms eggs to be prepared this year. It was decided to have one million and a half, of which one million for export, and the balance for native consumption. The *Choya Shimbun* says that a large rice merchant in Hiogo, named Kite Kase, having closed his doors to business, a large number of junkies, 100 or more, laden with rice, were in the harbour, and no one to purchase their cargoes, and the price goes down. On the afternoon of the 18th instant, two natives, Messrs. Fukuchi and Numa, were to give lectures on European law and European history, at Mashi Ten Cho in Tokio.

The *Rising Sun* says commercially speaking, the trade of Japan is not at the present time in the most flourishing condition. It appears to be in a languishing state, owing to a feeling of insecurity which has spread itself throughout the Empire. This uncertainty has been mainly generated by the failure of many houses, both East and West—firms that were supposed to be as firm and solid as a rock, but proved rotten at the core. But notwithstanding the past, the *Sun* does not see any signs of the verification of the gloomy and desponding prophecies made by writers in the native press, viz., that trade will continue to diminish; on the contrary, an early revival is confidently anticipated by those most competent to judge; and if a spirit of legitimate honest dealing and investment supercedes that of reckless and rash speculation, the lessons of the past will not have been in vain. The question of opening a Freemason's Lodge in Nagasaki has been long agitated. At present there are twelve residents who belong to that ancient fraternity, a number more than sufficient to form a quorum. A few evenings ago, ten members met together, according to previous arrangement, to discuss the necessary steps to be taken to obtain a charter. After three hours' deliberation, the meeting was postponed till Thursday, the 24th instant, in order to give time for communication with Shanghai and Yokohama Lodges.

#### STRAITS ITEMS.

(Times.)

A Chinaman in a water boat off Clyde Terrace Market, Singapore, was struck by lightning on 26th May and killed on the spot.

The British ship *Sussex*, which was spoken to by the telegraph Co's steamer *Agnes*, arrived at Singapore on May 25th from Calcutta en route to San Francisco.

We are informed that the Telegraph cable between Batavia and Singapore, interrupted. There is nothing like having a good list of misfortunes, and ours is now telegraphically complete. We are placed in an enviable position here, the direct home cable broken, and all efforts to repair it unsuccessful; the Australian cable injured, and now the Batavian.

Notwithstanding the modest protest of our knowing correspondent, the Darby dog, Major Dunlop is inexorable, and intends to carry out his threat of slaughtering all the poor unfortunates of the canine species who are not sufficiently good looking to find owners. Pariah dogs are a great nuisance, and it appears the only means of ridding us of them is the intended onslaught from 1st to the 6th of June. Those who value their pets therefore ought to be careful not to allow them to roam between those dates.

H. N. M.'s ironclad steam corvette *Prins Hendrik*, Captain Koops, from Holland via Point de Galle, with dates from the latter port to the 10th May, anchored in Singapore on 25th May, en route to Batavia, She is a vessel of 2,100 tons burthen, carries 4 heavy guns and has a complement of 230 men. Owing to the long passage she has had in coming out, she will go into one of the dry docks here to get thoroughly cleaned, and will also take in coals preparatory to resuming her voyage.

The French steam gunboat *D'Estaing*, Captain Siesinger, from France via Suva, Cavaul and Point de Galle with dates from the latter port to the 9th May, anchored in the Singapore on May 17th en route to Saigon and China to join the French squadron.

The honour lately conferred upon Mr. Whampoa, in a manner marked as it was by the delivery of a well-timed and able speech by His Excellency the Governor, has been evidently thoroughly appreciated by all sorts of the Chinese here. On Tuesday last, representatives of the guilds of all parties of his countrymen to the number of about a thousand, formed a procession at the godown of Mr. Whampoa in Teluk Ayer Street, and waited upon that gentleman at his private residence in Sirangan Road, for the purpose of congratulating him on the signal mark of Her Majesty's favour which he has received. The usual banners and paraphernalia formed items in the procession, which was throughout of a most pleasing and cordial nature. We understand that the appreciation of his honour is not confined to his countrymen in Singapore, but that deputations are now on their way from China to offer him their congratulations. It is gratifying to find the Chinese value the honour paid them, in the person of Mr. Whampoa.

Among the passengers by the *Telamon* who arrived at Singapore on May 24th, will be noticed the name of Mr. Harry W. Williams who, says the *Malayan Athlete*, is the popular and energetic Manager in the East of Baron Reuter's Co. He is on a tour of inspection of the agencies in the Straits, China, and Japan. Mr. Williams was deputed by the Baron to accompany the Prince of Wales throughout his Indian tour and describe by "wire" the festivities, &c., held in His Royal Highness's honor for the information of the European, American, Australian and Indian Press, which task he performed to the satisfaction of the Prince and the public in general.

#### MALACCA, 24th May, 1876.

The only arrivals of steamers here since last Saturday, are the *Shanghaier*, from Singapore, en route to Penang, and the *Ramouw*, from Penang (via Klang and Selangor) bound for our port, both of which vessels anchored in the Harbour this morning.

The condemning of several of the Chinese, who were lately sent from here to Singapore to be tried for murder &c., to capital punishment, by His Honor the Chief Justice has been creating a great deal of consternation among the lower classes of the Chinese community here, who are getting petitions prepared in Singapore by the Counsel for their unfortunate friends to the His Excellency the Governor, for a commutation of the sentences already passed upon the supposed murderers, the evidence against whom they say was principally circumstantial, and the testimony of several of the Malay witnesses undeserving of credence.

I stated in my last letter, that all the Chinese shopkeepers closed their shops on the afternoon of the 18th instant, and did not open them for twenty-four hours afterwards, during which time they refused to sell any article of food to Europeans, Eurasians, Portuguese and Malays. I understand that the cause of their closing their shops was partly owing to the several reasons of pigs having been found as large as a man's head, and partly to the magistrates of police, for keeping their houses in a filthy condition in contravention to the Municipal Regulations; and secondly on account of the native inspector of nuisances wishing to levy a little blackmail upon them, and those who would not accede to his wishes, he reported to the secretary of the municipality that their houses were in a filthy condition, whereas such was not the case, whilst such houses as were really in a dirty condition, he never made any report about. Such is the version of the story given me, and I only give it to you *quod verum*, however, whatever may be the true version of it I can only say, that the Municipality Commissioners resolved the following day, when they held a special Meeting, to dispense with the native inspector of nuisances' services, and appointed a Portuguese as Inspector of Nuisances. It is whispered, however, that the Kling is still employed by the Municipality, in a lower position, but I can scarcely credit the rumour. If it be true, there is no knowing when a similar occurrence (via shop closing simultaneously), may again take place here. The preconcerted symbol, for the closing of the shops, was simply a few dried betel-leaves thrown into each shop, but who the persons were who did so, nobody appears to know, or if they do, at all events they will not reveal.

#### FOOCHOW ICE COMPANY.

The second meeting of the Foochow Ice Company was held at Messrs. Gilman & Co.'s offices, on Wednesday, the 24th May, 3 p.m. Present:—Messrs. Sheppard, Fry, Hunter, Tatham, Joseph, Hodge, Kitching, Dunne, Leith, Beaumont, Milford, and Young.

Mr. Sheppard was voted to the Chair, and the minutes of the previous meeting having been taken at read, Mr. Leith proceeded to lay before the Shareholders the Articles of Association, drawn up by the special committee; which, after considerable discussion, were passed on the proposition of Mr. Leith, seconded by Mr. Tatham, viz:—

Article I. states:—That the Capital of

the Company shall consist of Thirteen Thousand Dollars of Foochow currency, divided into Two Hundred Shares of Sixty Five Dollars each, with power to the Directors to make such further increase to the said Capital, either by the issue of fresh shares, or by making further calls upon the original shares, as may be found from time to time necessary for carrying out the purposes of the said Company; any such fresh issue of shares or any such further call to be previously sanctioned by at least two-thirds of the Shareholders represented at the Meeting convened in an Extraordinary Meeting to be held for that special purpose.

Article V. states:—That the Board of Directors shall have full power to purchase all such machinery, chemicals, stores, and in general all such materials as may be necessary for carrying out the purpose for which the said Company is established; and further, the said Board of Directors shall have power to engage the services of skilled mechanics, and other persons whose services may be found necessary, and also to rent premises for the purposes of the production and storage of artificial ice, and for the residence of the Employees; and for these purposes the said Board of Directors shall have power to enter into, and to sign, on behalf of the Shareholders of the said Company, any Bonds, Leases, or Agreements, which may be found necessary or expedient; always providing that in so doing no contravention of Article VI. hereto, becomes involved.

The election of Directors and Auditors for the first year was proceeded with, and the following Gentlemen were appointed:

Directors:—Messrs. Maister, Kitching, Young, Haslam, and Leith.

Auditors:—Messrs. Lethbridge and Jones.

The Meeting then terminated, with a vote of thanks to the Chairman.—*Herald*.

#### Quotations.

Hongkong, June 5, 1876.	
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